

**Fotodokumentace jak provést nakládku dvou kluzáků do 1x40' kontejneru bez potřeby jeřábu**



**Vlevo nahoře:** Ruční nakládka trupu motorizovaného kluzáku L-13 Vivat. **Vpravo nahoře:** Ruční nakládka trupu kluzáku L23 Super Blaník, nosem dovnitř kontejneru. **Vlevo dole:** Ruční nakládka trupu kluzáku L23 Super Blaník, ocasem dovnitř kontejneru. Všimněte si, že kolíčky kluzáku jsou již připevněné k trupu. **Vpravo dole:** Ten samý kluzák v druhé fázi vložení do kontejneru. Nos kluzáku se musí nadzvihnout, aby spodek kolíčky pod kabinou byl nad úrovní podlahy kontejneru. Při obou metodách je třeba dbát na to, aby kluzák nebyl vyzdvihnut tak, aby hořejšek kormidla ocasu nevrátil do okraje dveří či stropu kontejneru. **Uprostřed:** Typické uložení křídel při přepravě dvou kluzáků najednou.

**BLANIK AMERICA, INC.**

Vítek Široký

President

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Navrhovaný postup pro naložení kontejneru.

Před naložením kluzáku si prosím všichni tento postup pozorně přečtěte.

Po ruce by mělo být asi **šest nebo více lidí**.

Nakládání může být prováděno venku, uprostřed vašeho letiště nebo ve vhodném průmyslovém doku.

Pokud provádíte nakládku v doku, ten musí mít takové fyzické uspořádání, aby bylo možné kluzák ručně přenést do kontejneru. Podlaha kontejneru bude 4 stopy (120 cm) nad zemí. Před dveřmi kontejneru musí být asi 30 stop (9 metrů) rovného prostoru, aby bylo možné nést křídla kluzáku a trup.

Pokud nakládáte kontejner na otevřeném prostranství, ujistěte se, že je všude kolem dostatek místa a že máte dostatek mužů (a žen).

Připravte si nářadí: Nastavitelné klíče, kladiva, velké hřebíky nebo šrouby, polštáře na dočasné položení křídel, atd.

Po otevření dveří kontejneru: Začněte pořizovat **fotodokumentaci** pro pojištění a pokračujte s focením až do dokončení veškeré nakládky. Na jedné z fotografií uveďte číslo kontejneru namalované na pravé vnitřní straně kontejneru.

## **ZPŮSOB NAKLÁDÁNÍ – DVA KLUZÁKY, S NOSY SMĚŘOVANÝMI DOVNITŘ KONTEJNERU.**

Vložte výškovky (L23) do jejich rámců. Ručně přeneste do kontejneru. Zajistěte rámy uvnitř kontejneru k podlaze u stěny kontejneru.

V případě kluzáků L-13, zvedněte před nakládkou výškovky do svislé polohy, vložte měkký textil (filc) mezi kýl a výškovky, aby se o sebe neodřely. Zajistěte popruhem, aby výškovky zůstaly ve svislé poloze.

Přineste trupy do montážního prostoru. Doporučuje se pověřit signalisty předem a nechat je přečíst si znovu tyto pokyny. Koordinujte osoby zvedající nos a osoby zvedající ocas tak, aby zvedly trup současně a do vodorovné polohy. Před zvedáním trupu by měla být uvnitř kontejneru jedna osoba, která ostatním bude signalizovat. Všichni ostatní muži a ženy by měli být venku u dveří kontejneru, rovnoměrně rozmístění po obou stranách trupu.

Důležité: Ke trupu připevněte předem obě přepravní kolíčky (pod kabinu a pod ocas), než začnete zvedat trup.

### **! Pokyny pro osoby zvedající trup:**

Zvedněte trup 4 stopy (120 cm) vysoko nad zem a zvolna s ním jděte směrem ke dveřím kontejneru, zatímco ho držte vysoko a vodorovně, dokud osoba uvnitř kontejneru nevydá signál ke spuštění trupu na podlahu kontejneru.

**Varování:** Nezačínejte spouštět trup, pokud trup ještě přesahuje práh dveří kontejneru.)

! Pokyny pro osobu, která drží ocas: Udržujte trup vždy vodorovně.

Jakmile jsou trupy uvnitř, přibijte nebo přišroubujte podpěry k podlaze kontejneru. Zajistěte křížovou výztuhou.

**Upevněte podpěry křídel.** Zasuňte křídla, jedno po druhém, do kontejneru. Začněte s křídlem, které má připevněný konec křídla. (**Upozornění: Je velmi důležité posouvat křídlo vodorovně až na doraz a po celou dobu jej podepírat vysoko.** Nastavení náběžné hrany křídla na ostrou hranu, například na hranu prahu kontejneru nebo na ostrou hranu podpěry by mohlo způsobit promáčknutí náběžné hrany křídla. Abyste tomu zabránili, ujistěte se, že je kořen křídla zvednutý vysoko, než jej začnete vkládat do kontejneru.)

Pokračujte druhým křídlem.

Všechny stojany připevněte k podlaze šrouby nebo hřebíky. Zablokujte trupy a křídla proti podélnému pohybu a proti pohybu směrem nahoru. Umístěte příčné výztuhy, které jsou v jedné rovině s dveřmi.

## **DIRECTIONS FOR LOADING GLIDER(S) TO THE CONTAINER**

The suggested procedure to load the container. Please read carefully before loading the glider.

About six or more people should be on hand.

The loading may be done out in the open, in the middle of your airport, or at a suitable industrial dock.

If at the dock, it must have such a physical layout where the glider can be hand-carried to the container. The floor of the container will be 4 feet (120 cm) above ground. There must be about 30 feet (9 meters) of straight space in front of the container door so that the glider wings, and then fuselage can be carried in.

If loading the container in the open, make sure there is ample space all around, and that you have enough men.

Prepare tools: Adjustable wrenches, sledge hammers, large nails or screws, cushions to set wings on.

After the container door is open: Start making photo documentation for insurance, until all loading is completed. In one of the photo include the container number painted on the right inside of the container. Any loading damage is for the account of the shipper.

### **LOADING SEQUENCE AND METHOD – TWO GLIDERS, WITH NOSES FACING INSIDE THE CONTAINER.**

Insert the elevators into their frames. Hand-carry the elevators into the container. Secure the frames inside the container to its floor, by the container wall.

Bring the fuselages to the assembly area. It is suggested to assign the signalmen ahead of time, and have them read these instructions. Coordinate the persons lifting the nose and the persons lifting the tail so that they raise the fuselage simultaneously and level. Make sure that you have a person inside the container. All the rest of men should be outside of the container by its door, evenly distributed on either side of the fuselage stand.

! Instructions to persons lifting the fuselage:

Lift the fuselage 4 feet (120 cm) high above the ground and walk it inside the container while keeping it high and horizontal, until a signal is given by one person to lower the fuselage onto the floor of the container.

**(Warning:** Do not start lowering the fuselage until the fuselage positively clears the container door threshold.)

! Instructions to person holding the tail: Keep the fuselage horizontal at all times.

Once the fuselages are inside, nail or screw the supports to the container floor. Secure with cross bracing.

Fasten wing supports. Slide the wings, one by one, into the container.. Start with the wing which has the wing tip attached.

**(Warning:** It is very important to slide the wing horizontally all the way and support it high at all times. Setting the wing leading edge on a sharp edge, such as on the edge of the container floor or on the end of the wing bottom support rail could result in denting the wing leading edge. To prevent this from happening make sure that the wing root is lifted high before starting to insert it into the container.)

Continue with the other wing which has the tip attached.

Fasten all stands to the floor with screws or nails.

Place cross bracing which is flush with the door.

## **DIRECTIONS FOR UNLOADING GLIDER(S) FROM THE CONTAINER**

The suggested procedure to unload the container. Please read carefully before unloading the glider.

About six or more people should be on hand.

Unloading may be done out in the open, in the middle of your airport, or at a suitable industrial dock.

If at the dock, it must have such a physical layout where the glider can be hand-carried out from the container. The floor of the container will be 4 feet above ground. There must be about 30 feet of straight space in front of the container door so that the glider wings, and then fuselage can be pulled out. For transloading into a glider trailer, the unloading dock must have either a level street access or a drive-down ramp at least 40 feet long to prevent scraping of the glider trailer bottom. If unloading the container in the open, make sure there is ample space all around, and that you have enough men.

Prepare tools: four adjustable wrenches (two capable of turning 1" nuts) and four crow bars (two 3'long), a few sledge hammers, cushions to set wings on.

After the container door is open: Inspect if there is any shipping damage. In an unlikely case of shipping damage please follow this procedure: Before unlash anything inspect the contents. If damage is discovered, contact us immediately, so that we can send our surveyor to take a report. It is important that surveyor arrives before any further unpacking. Any unloading damage is for the account of the receiver.

After the container door is open:

Unscrew bolts holding wing roots to cross bracing.

Remove cross bracing which is flush with the door.

Loosen elevator stand, keeping the elevator frames intact. Carry elevator out, set down in safe place. Loosen wing supports, slide the wings out. Start with wing which does not have the tip attached. Warning: It is very important to slide the wing horizontally all the way until it clears the door of the container, and support it high at all times. (Setting the wing leading edge on a sharp edge, such as on the end of the container floor or of the wing bottom support rail could result in denting the wing leading edge. To prevent this from happening make sure that the wing root is not lowered until the wing tip is out of the container.) Continue with the other wing which does have the tip attached. You don't need to dismantle the wing frame vertical uprights (just remove the top cross braces). When the wing tip gets to the aft uprights, lift the wing tip until it passes thru the uprights, then lower it again on the sliding rail and keep the leading edge there until you clear the front uprights. Then carry the wing out of the container. Put the wing on the ground on cushions away from unloading area.

Pry the wing wood frame assembly from floor without further dismantling it, in such a way so that you can carry the whole structure out, and later reuse the stands for storage.

Pry the aft fuselage dolly from the floor with a crow bar. Loosen aft fuselage belt holding tail.

Loosen the main fuselage stand from the floor with crow bars. Grab the bottom of the front fuselage stand and drag it sideways towards the centerline of the container until the fuselage nose is clear of the crate underneath. Lift tail and slide tail stand out.

Roll/drag fuselage out with the main stand still attached. Make sure that you do not lift the tail too high (have a person watch that top of rudder doesn't hit the ceiling or the door opening). Stop when the main fuselage stand reaches the end of the container floor, by the door. At this point you'll need the most people to support the fuselage and set it down from the 4' truck height onto the ground (or if at a level truck ramp, simply drag the fuselage out of the container onto the warehouse ramp). If unloading out in the field, without a truck ramp, position two persons inside the container, one on each side of the fuselage dolly. Make sure that you have a person outside, holding the tail of the fuselage up on his shoulder, and level. All the rest of men should be outside of the container by its door, evenly distributed on either side of the fuselage stand.

! Instructions to persons lifting the fuselage: Lift on the bottom of the stand, walk out while keeping it high until a signal is given to start lowering the fuselage. (Warning: Do not start lowering the fuselage until its nose positively clears the container door threshold.)

! Instructions to person holding the tail: Keep the fuselage horizontal at all times. Lower the tail quickly, at the same rate as the men by the fuselage stand lower it to the ground. That way you prevent the nose from hitting the ground.

! It is suggested to assign the signalmen ahead of time, and have them read these Instructions: for signalman in the truck: Make sure that the fuselage is not lowered before it is well clear of the container door edge. Coordinate the tailman and the lowering of the fuselage so it descends level.

Roll the fuselage to an assembly area.

Remove the main wing root pins if in mounts, store in a plastic bag in cockpit pocket of glider. Unbolt pin mount from the wooden supports.

Remove the wooden crate(s) gently from floor of the container without damaging them (important!), carry out from container. **DO NOT WALK ON THE CRATE(S)!**

### **CAUTIONS:**

! Crowbars: Watch the other end so as not to scrape glider skins.

! Wings: Hold high until fully out (see details further on).

! Top of rudder: Make sure it's not lifted too high inside.

! Nose: Carry fuselage high until nose is fully out of the container, lower down level.

! Tape: Peel always gently and towards outside edges, especially slowly over ornamentation (not to lift paint).

TYPICAL ARRANGEMENT OF LASHING THE GLIDER (WHEN ONE GLIDER ONLY IS BEING SHIPPED)



# L-23 SUPER BLANIK ASSEMBLY DIRECTIONS

## PREPARATION

1. Remove joints preservative with kerosene or gas. Relubricate all mounts with anti-seize grease.
2. Open glider cockpit canopy, locate in front side pocket a plastic bag with wing and rudder pins. Lubricate and prepare pins.
3. Untie safety wire holding aileron bearing in place at wing root. Untie safety wire holding aileron pushrod to airbrake connection.
4. Locate the wing installation drift pin A771 550N in one of the crates (with the corresponding serial number to your glider, most likely in the largest crate).
5. Unwrap the second standard wing tip (strapped in front cockpit) and mount it on the wing.

## WING INSTALLATION

- ! Rotate the fuselage slightly towards the first wing to be installed. Adjust airbrake handle (in cockpit) so that the connection at wing root is horizontal.
  - ! Place one person on wing tip, two at wing root (one at the trailing, the other at the leading edge). Place one person holding the fuselage opposite the wing being mounted.
  - ! Lift the wing and align its root with the fuselage mounts - both the main mounts as well as the front ones. Make sure the gap between the wing trailing edge root fairing and the fuselage fairing is parallel and about 1/4 inch wide.
  - ! Insert the wing installation alignment pin A771550N into the main mount holes. With circular motion of the handle fine-tune the alignment, until you can rotate the pin FREELY. Tell everyone to freeze, pull the alignment pin out and insert the main pin in. Tap it in with fist or plastic hammer (or regular hammer hitting plastic screwdriver handle laid on top of the pin; never hit the pin with steel hammer!). If unsuccessful, take the mounting pin out and repeat the alignment - the main pin should and does go in smoothly with proper alignment.
  - ! Insert the small front pin with its "handle" positioned vertically. Move wing tip slightly forward to aid the pin insertion (you may tap the pin in with a hammer hitting a screwdriver plastic handle laid on top of the pin). Install washers and safety pins.
  - ! Proceed with the second wing half installation. If you have a wing stand, position the already mounted wing tip high. (You may use the top of a van. Make sure that the wing doesn't drop with the other half unmounted --- the impact would break the spar!!). If you have no wingstand but more people, have two persons hold the already mounted wing tip high over their heads.
  - ! Install the second wing half the same way as the first.
  - ! It takes less than fifteen minutes for a trained team of four people to accomplish all of the above.
1. Connect ailerons with T-pins and safety (a person at aileron assists with alignment). Connect static electricity cable bridging aileron connection.
  2. Remove wing fairing strips from cockpit. Identify which is left and right (the small steel plates on top should be pointing towards fuselage). Install hook in slot on top of wing. Poke a screwdriver through hole in bottom of strip, put tension on strip until rear bottom hook engages in slot.
  3. Test the controls (did you remove the tape over spoilers?)

## HORIZONTAL STABILIZER INSTALLATION

4. Clean and lubricate the two top rudder pins, hole on top of fin, holes in elevator and bottom of horizontal stabilizer. Carry the elevator to rudder, align leading edge forward. One person steps over the fuselage. Another aids from rear of rudder in aligning the two rudder-mounted pins into the elevator. Lower the horizontal stabilizer down flush with top of fin. Insert the ~ 4" pin with its bent end cocked up through the hole at the top of the leading edge of vertical stabilizer, checking the alignment through window on the side. (You may have to use pliers to hold the pin while pushing it in; some pressure may be applied on top of the horizontal stabilizer above the fin.) Once engaged, cock the pin 180E until the bent end points down. Secure to lip with safety wire.

**DO A POSITIVE CONTROL CHECK.**